

PLEASANT WOOD SIXTY MINUTES

Beat Studebaker Into Richmond, After Having Broken an Axle at Westbrook Avenue.

DAMAGE QUICKLY REPAIRED

Machines Struggle All Day in Mud—Thrilling Effort to Defeat a Rival.

Snapping an axle as it was turning to the smooth roadway of Westbrook Avenue at 10:45 o'clock last night, the Pullman automobile which is making an endurance run from Philadelphia to Savannah with the Studebaker car, was thrown out of gear at almost the very moment its competitor was leaving Ashland under its own power. Within an hour, however, another axle had been provided, and at 12:30 this morning Driver Gillette wheeled into the Motor Transfer Garage and cleverly won the leg to Richmond. The route to Portsmouth was furnished by the Richmond Automobile Association, and the party left immediately for Petersburg. The Studebaker arrived at 1:20 o'clock.

Got New Axle Here.
Vice-President O'Connor and General Manager Kline, of the Pullman Auto Company, were ten feet ahead of the machine when the accident happened. It took them three minutes to find the cause of the trouble, and though they were disheartened, they did not wait to weep. Mr. B. A. Blenner, who took them to the garage, and Mr. Kline, who had a White Steamer to meet the car, hurried into the city with Mr. Kline. In ten minutes Mr. Blenner had jacked up another machine, and was on his way back to Westbrook Avenue. Word had come in the meantime that the Studebaker, which had left there at 11 o'clock with a local pilot, following the route of the Pullman. This made the rush all the greater, for the crippled car had to get away before the lights of the rival could be seen, and laughed at all speed limit laws as it turned into Broad Street and finally slowed down at the Motor Transfer garage. Gillette jumped out and danced a can-can.

Short Stop at Ashland.

The Pullman left Fredericksburg on Saturday afternoon at 1 o'clock, and ran the gauntlet of mud, that mired the machine to the clutch pedal and fastened it. Horses were pressed into service, and with the aid of its own power the car lifted itself out. It ran for a time and then mired again. During the night Drivers Gillette and Morton and Observer Daley, who had been resting in a farm house, started again yesterday morning. Twenty miles out of Ashland the gasoline supply became exhausted, and at 8 o'clock last night the machine scooted into Ashland, where the party remained an hour.

Plunged Into Mud Hole.

There was no time, however, to be lost, and with the White Steamer showing the way, the Pullman merely loafed. It had reached the best part of the road with an axle broken, and there, as the White kicked up a whirlwind of dust, it was peaches and cream to the crew behind, covered from head to foot with mud.

Scared by Auto Horn.

While the wheel was being removed somebody behind was coming. "Good heavens! It's the Studebaker," said one of the men. Mr. Blenner laughed. "Those are my boys coming out," he said, as the headlights flashed into view. Considering all that was done in the next hour, the Pullman deserved the glory. Had not been for the good help of Mr. Blenner and his crew, the repair of the machine, the result might have been different. He saved the day. In the meantime Mr. Pittman got the factory at York Park and New York distance telephone, and within the next hour a man was on his way to Richmond with an axle. He may catch the machine at Norfolk. Early this morning it was plunging away as if nothing had occurred.

Slow Time in the Mud.

The route of the race from Philadelphia to Savannah is 1,125 miles. Ordinarily, the trip from Fredericksburg to Richmond can be made in six hours. Mr. Blenner having established that record a year or more ago. On the way down the Pullman burned an average of one gallon of gasoline to the mile, when sixteen miles can generally be traveled on the same amount. For one thing the race will emphasize the importance of better roads in Virginia. Just as the voyage of the American battleship will show the importance of the Panama Canal. The automobile was the pioneer of good roads in New York and New England; it may eventually serve the same purpose in the South.

Protest May Follow.

The fact that Observer J. W. Boyd, of the Studebaker, who was sent out by the Quaker City Club, of Philadelphia, to watch the running and to see that no outside crew should be rung in, left the car before it reached Fredericksburg, may yet result in a formal protest. Mr. Daley stuck to his post yesterday that he was feeling ill, and had to quit in order to send reports to Philadelphia newspapers. Representatives of the Pullman Company declined last

Mystery of Death Not Yet Solved



LAWRENCE CLEMENTS.
The mystery surrounding the death of young Clements has not yet been solved, though his family and friends have made every effort to determine the cause of his disappearance and tragic end. Clements lived at No. 2000 M Street, and left home on January 10th, and was not seen after that time until a week from yesterday, when his body was found in the dock at the foot of Twenty-first Street. He was twenty-four years of age. He leaves his father, mother, four brothers and three sisters.

BOY STABBED BY NEGROES INSIST UNKNOWN NEGRO ON DATE CHOSEN

Man Sprang from Darkness, Ignore Appeal of Rev. Lewis, Then Jumped Into Wagon and Drove Away.

Stabbed on Saturday night by an unknown negro, and without provocation, Robbie Field, a fifteen-year-old boy, of No. 1495 Taylor Street, now lies at the City Hospital in a dangerous condition. Both his parents were at his bedside Saturday, prepared for any emergency.

According to the boy's story he was walking down the street on his way to the theatre, when the negro sprang at him and stabbed him in the chest, inflicting a four-inch wound, penetrating the lung. As Field fell his assailant, evidently a driver, ran and, jumping into a wagon, drove rapidly away, with two men in pursuit. He escaped.

Field was taken into the house at No. 1109 Taylor Street, where Dr. Young, of the city ambulance, treated him. As the boy was being placed in the ambulance a woman giving her name as Mrs. Seale passed, and thinking it was her child, nearly went into a paroxysm of grief. Dr. Young assured her that the injured boy was not her son, and she was finally quieted.

At the City Home Field was placed in the care of Dr. Hinckman, who worked over him until late in the night. He recovered, but his condition is serious.

It is said that under the agreement the observer must remain constantly with the car, the two drivers must make the trip without other assistance.

The young son of Mr. O'Connor, who was first to see the lights of the Pullman near Taylor's crossing last night, could hardly control himself. He let out a series of yells that alarmed a farmer's family, sending them running into the house. He didn't worry about the broken axle, and he was some more as the car shot into the garage.

Studebaker an Hour Behind.

The Studebaker arrived at the Motor Transfer Garage at 1:30 o'clock this morning, just one hour behind the Pullman. So quickly did the latter come in and depart that Observer Boyd at the Jefferson Hotel was not aware of the fact until he was informed by The Times-Dispatch. Driver Yeager was in fairly good condition, having recovered from the exhaustion of the night before. The Studebaker was not ashamed of its work, said Yeager. "The mud was the worst I had ever seen, but to pull through it was a matter of time. The crew went to bed soon after the Studebaker arrived."

MEET NEXT MAY IN MAGIC CITY

State Directors of T. P. A. Consider Plans for Coming Convention.

FOLLOCK FOR PRESIDENT

G. W. Rogers, of Richmond, Proposed as Chairman of National Legislative Committee.

Having fixed May 22d and 23d as the dates for the next annual State convention, which will be held in Roanoke, the bi-monthly meeting of the State board of directors of the Travelers' Protective Association, held on Saturday night at the headquarters of Post A, in this city, endorsed by a rising vote Mr. Frank M. Follock, of Bloomington, Ill., as next national president, and Mr. G. W. Rogers, of Richmond, as chairman of the national press committee. Members of the board of directors, of whom only one was absent, were most enthusiastic in their endorsement of the two gentlemen, and pledged their support on the floors of both the State and the national convention.

Reports were read from all the State posts and from the committees on good roads and public utility, press and legislation. The General Assembly was commended for the passage of the good roads bill. A vote of thanks was tendered to Messrs. Fleming, Rogers and Barksdale for their effort in behalf of some desired legislation.

Roanoke's Invitation.
Mr. L. M. Andrews, the newly-elected secretary of the Roanoke post, was present, and extended an invitation from his post, the Business Men's Association, and the city in general, to hold the State convention in the Magic City.

Resolutions of sympathy were adopted on the death of Mr. C. C. Alley, of Petersburg, who had long been a prominent member of Post C.

Mr. B. B. Adams, State president, presided over the meeting. Others present were Messrs. J. O. Boatwright, Danville; R. B. Semple, Martinsville; Daniel S. Lynchburg; J. M. Williams, Alexandria; E. D. Quarles, Richmond; T. S. Beckwith, Petersburg; Thomas Polindexter, Richmond; George R. Barksdale, Norfolk; H. L. Harwood, State secretary and treasurer, Richmond; George W. Rogers, chairman of State press committee, Richmond; Walter Saunders, chairman of membership committee, Richmond; and J. L. Hill and Hampton Fleming, of the legislative committee.

PLUNGED INTO CREEK

Tormented Negro With Acid on Face Tried to Get Relief.

Trembling as if with an ague, Cary Lawrence, the negro who on Thursday night attempted to hold up the proprietor of the Clarendon Pharmacy for a sniff of cocaine, stuck out a shaking, empty palm, begging a little "coke" from every one who passed his cell in the Second Police Station on Saturday night. He was arrested at the City Home by Officer Acree, who saw him coming through the yard, and intercepted him. The dope had been previously to the home to receive medical treatment, for he is still suffering terribly from the drenching of carbolic acid he received at the hands of the man he attempted to hold up. The sight of one eye is nearly gone. Weak and trembling, he was taken to the station house, and there he chattered with a palsied tongue and besought a taste of the drug of every passerby. The officer gathered from him that, after the awful burning, when the acid was eating into all his face, he ran to some creek and plunged in headforemost. He still suffers, and the marks of the fluid will remain with him all his life.

DULL WEEK IN CITY HALL

Board of Aldermen Will Hold Important Meeting To-morrow Night.

There is not much of a working schedule for the two branches of City Council this week. To-night the Finance Committee will meet to consider assessments, after which the citizens will be held.

For the meeting of the Board of Aldermen to-morrow night there will be a big docket of new matters, with a number of ordinances from the Common Council for concurrence. President Turpin, who has been elected judge of the Court, will not retire from the Board for some time, as he will not take up his new duties until July 1st.

The regular meeting of the Board of Health will be held to-night.

CHARGES ROAD WITH EVASION

Staunton Lawyer Declares C. & O. Is Violating 2-Cent Rate in Virginia.

APPEALS TO COMMISSION

Car Surplus on 161 Roads on February 19th Amounted to 320,513.

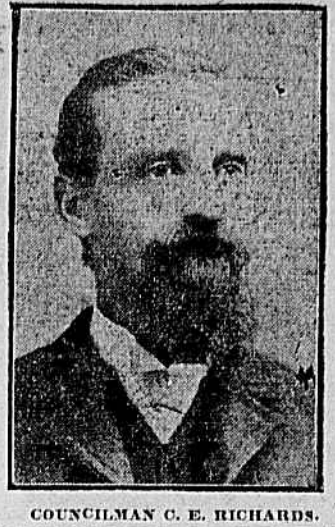
Mr. Turner K. Hackman, an attorney at law of Staunton, forwarded to the State Corporation Commission a bill of complaint against the Chesapeake and Ohio Railroad Company for refusal to sell him a ticket at Alexandria to Staunton for train No. 1, compelling him, in order to get to Staunton on that train, to buy a ticket on to Covington at an additional cost of \$1.40. Mr. Hackman alleges that the action of the road is a violation of the 2-cent rate rule in force in Virginia.

It seems that the Chesapeake and Ohio does not indicate a stop at Alexandria for train No. 1, and in order to take on passengers there must be flagged, and the road designates the stations for which this train will be flagged, and Staunton is not one of the stations. Many persons bound for Washington have discovered the advantage of buying a ticket to Alexandria at 2 cents a mile, and then paying 25 cents to the conductor to go on to Washington. Returning, they ride out to Alexandria by trolley ahead of time, and buy there a 2-cent rate ticket on to their destination in Virginia. Mr. Hackman alleges that No. 1 is scheduled not to stop in Alexandria so as to delay people and make them take the late night train, and thus to discourage the business. He holds that it is a subterfuge to prevent the enforcement of the 2-cent rate, and he asks the commission to interpose. It is an interesting question.

Railroad Gossip.
According to a statement issued by the American Railway Association, the car surplus on 161 roads on February 19th amounted to 320,513, a decrease of 23,584, as compared with February 5th. Up to a few months ago the complaint from shippers was due to the car shortage.

The Norfolk and Western railway purposes to extend and double-track

BEGGED FOR WATER WHILE CITY BURIED



COUNCILMAN C. E. RICHARDS.

The Pocahontas division during 1908, at a cost of about \$2,000,000.

The Atlantic Coast Line Company has declared a quarterly dividend of 2 per cent; the Atlantic Coast Line Railroad has decreased a preferred dividend of 2 1-2 per cent.

Mr. R. E. Boswell, superintendent of transportation of the Seaboard Air Line, has been appointed superintendent of the sixth division, with headquarters at Jacksonville, Fla., succeeding Mr. W. J. Jenks, resigned to go with the Norfolk and Western.

Governor Dawson, of West Virginia, has sent to the Legislature without comment, a letter from R. F. Bush, president of the Western Maryland, in which it is stated that the 2-cent rate law passed in 1907 has caused loss to this road, and has rendered impossible its profitable operation. The Western Maryland was placed in the hands of a receiver last week.

The House Committee on Railroads of the Mississippi Legislature has decided to report against all bills for reduction in railroad rates. The Senate Committee on Railroads had previously made a similar report.

BRYAN IS COMING TO GET VIRGINIA VOTE



WILLIAM JENNINGS BRYAN.

With the practical assurance that the Virginia delegation to the National Democratic Convention will be prepared to vote for the nomination of William Jennings Bryan, leading Democrat said yesterday that in coming here on March 25th to address the General Assembly, the Nebraskan will unquestionably throw out such warm doctrine that the State convention will send an instructed delegation to Denver. Whether or not this plan will be satisfactory to the Democratic masses

of Virginia, is a matter that will be determined by latter events. This will be Mr. Bryan's third visit to Richmond within the last twelve months. He came here during the Confederate Reunion in May. Although he made no public address, except at the Y. M. C. A. meeting on Sunday, his appearance here created some enthusiasm, as well as some resentment among those who contended that he was not a legitimate part of the veterans' celebration. There was no attempt on the part of Mr. Bryan, however, to monopolize attention, his bearing all the time being unclouded. In deed he endeavored to take but a minor part in the demonstration of the old soldiers.

Address at State Fair.
When he delivered an address at the State Fair in October, the Nebraskan statesman failed to fire the Democratic heart. Not all of the crowd in the grounds that day went to hear his speak, and though he received the most courteous treatment and attention, he was not a success. The Bryan enthusiasm of former days. One reason for this, perhaps, was the fact that his speech was the counterpart of some former platform addresses. Had he cut away from the text, conditions might have been different.

Always dignified, the Senate did not give expression to its feelings on Saturday when the telegram from Mr. Bryan, saying that he would speak here on March 25th, was read, but there was a demonstration of approval in the House. The former nominee of the party has beaten off much of the opposition which has existed in the past, and it appears to be admitted generally that he will be named as the standard bearer for the third time. The impression hereabout is that the Richmond address will have the effect of forcing the convention to instruct its delegation. Still there is a respectable minority which would much prefer a safe and sane leader of a different type.

Bolling Brought Back.

Arthur Bolling, charged with defrauding Mrs. Childress of \$25 worth of board, was brought back from Goodland, Kansas, on Saturday evening by Bicycle Policeman Atkinson. In order to arrive in Richmond before a late hour at night, the two took a freight caboose.

License Refused—Only One.
The City Government.

Inasmuch as there is now talk of making a change in the conduct of our city government, I thought it not amiss to say a few words about how Tampa is ruled. The city has a Mayor and a Council, which is composed of eleven members. The city is divided into four wards, and each ward elects two members. The members of the City Council are elected for a term of one year, and are paid by the city \$40 a month for their services, but are allowed to attend to their private business the rest of the time. The function of this body are entirely legislative, and after an ordinance is passed by the Council, it is turned over to the Board of Public Interest to be carried into effect. The Council having nothing more to do with it. The money for all public improvements is voted by the Council, and placed under proper hands, after the work has been executed by the Board of Public Interest, they are required to report back to the Council of doing said work to the city clerk with proper vouchers for all money spent. The clerk files and makes a list of the reports, and forwards them to Council for its information. But I have already, I fear, trespass too much on your time, and can only offer, by way of excuse, the interest I feel in all questions affecting the betterment of municipal government.

People of Tampa Learned Better Lesson Touching Problems of Municipal Government—Corporations Own Public Utilities.

BY C. E. RICHARDS.
Tampa, Fla., March 4, 1908. Thinking it might be a source of satisfaction to others, to learn something of municipal government in other cities besides their own, and with the hope that Richmond might profit by the experience of those other cities, and escape the danger of corporate greed, by always and under all circumstances, retaining the ownership of the liberty of writing you some of my observations at the disastrous fire which occurred here last Sunday morning (March 1st), as well as some other facts learned concerning the municipal government of Tampa, which shows upon the part of the City Fathers, that this city a deplorable want of forethought and business acumen.

How Tampa is Ruled.
If there is any one city in the United States that more than any other is cursed by that corporate greed of which I spoke, I think that one must be Tampa. The only public property owned by this city is the City Hall, and the Tampa Bay Hotel Park, and the latter has been acquired only in the past two years. The Tampa Water-Works Company, composed of Philadelphia capitalists, owns the water-works, and has a thirty-year lease on it. The city is charged \$32.50 per annum for each fire hydrant, and the hydrant can be used only in case of actual fire, water for other purposes, such as flushing sewers, etc., having to be paid for extra.

The Tampa Water Company has only four-inch pipes in that section of the city where last Sunday's fire occurred, and could furnish only one or two twenty-four pounds. Such were the conditions facing the Fire Department of this city when the fire flared, in spite of hard work on the part of the men, performed by the firemen, in four or five minutes, destroyed over 300 houses, among them were four large cigar factories, entailing a loss of nearly \$1,000,000. The water, the people in their agony cried for water, but without avail, for the iron grasp of the corporation was upon them, and the fact was here plainly demonstrated, that the company had received the people's money, but had failed to give them protection in the hour of their great need.

The writer was at the destruction of row after row of houses that could and would have been saved if there had been any water pressure. The direct streams from the plugs were nearly useless, forcing water only about six feet from the nozzles. The firemen when put to work could pump for a few moments, but when they were compelled to stop for want of water, upon the urgent demand upon the water company, Mayor, or, for more pressure, came back the statement that no more could be furnished; and when His Honor instructed the men to stop, they did so. The water from other portions of the city in order to increase the pressure at the danger point, he was apologetically informed that the water was not in, and it could not be done without his consent. It seemed like an interposition of Divine Providence, that the wind was sweeping the fire from the main portion of the city, and that the open fields, where it finally died out, were of material upon which to feed.

I have always been a warm advocate of municipal ownership of public utilities, but witnessing at last Sunday's fire here the result of corporate control of the water-works, I cannot but feel that the people have a sense of thankfulness that they have control of their own water, and control their own magnificent water system, as well as our gas works, with the hope that the city will not now far distant when we shall also have our electric lighting and pumping plant.

About Gas Rates.
It may also be a source of some interest to readers of The Times-Dispatch to say a few words in regard to the gas works of this city. The city also owned and controlled by a foreign corporation. The Tampa Gas Company in the year 1895 secured a franchise for twenty years, and the company is allowed by its charter to charge as high as \$2.25 per 1,000 cubic feet, and up to a few years ago did charge at that rate. The city, however, threatened competition, agreed to favor the people by reducing the price of gas to \$1.85 per 1,000, which is the price now charged. The city is poor at that. I am informed that the average family, exercising the utmost care, pays from \$8 to \$10 a month for gas. The city fathers, however, are people, whose gas bills range from \$1 to \$2 per month, like to live in Tampa, and enjoy the blessings provided for them by the rich corporations of the North?

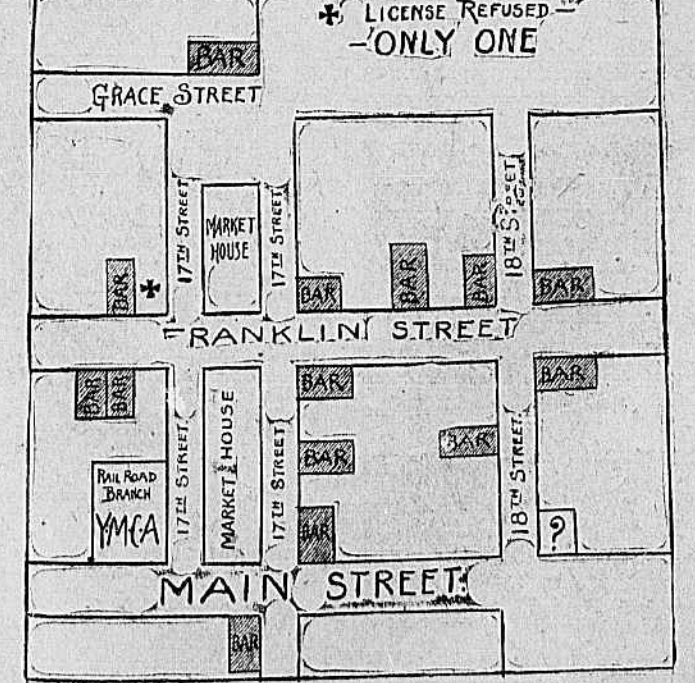
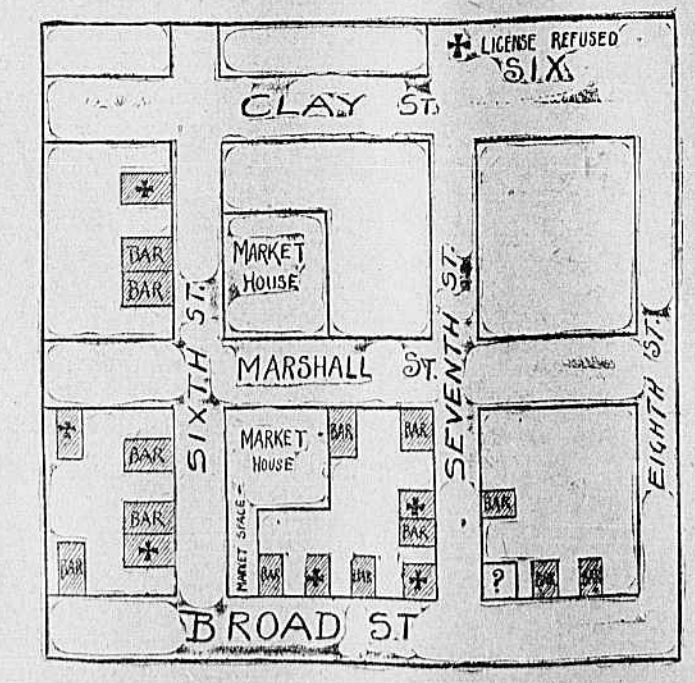
There is yet another corporation here controlling a most important public utility, and that is the Tampa Electric Light Company. I have not had the opportunity of becoming posted on the charges made for electric lights, but can testify to the bad service, and the lights go suddenly out at night. The price paid by the city for each arc light is \$25 per year.

The experience through which the people of Tampa went last Sunday has opened their eyes, and should be a warning to the people of Richmond to steer clear of corporate greed, and to place their public works under the control of a private corporation, and allow a few capitalists to enjoy the sense of the blessings we enjoy from the careful, conservative, businesslike methods of our City Fathers, notwithstanding the fact that they make a few mistakes.

Mr. Richards, who is a representative of Marshall Ward in the Common Council of Richmond, left for Florida some time ago to visit his wife, and is expected to return to the city by the end of the present week.

SALOONS STILL CLUSTER AROUND MARKET PLACES OF CITY

Women and Children Compelled to Pass Several in Order to Get to Stalls and Purchase Provisions.



From the accompanying diagrams of the two markets of Richmond it will be seen that under the dispensation of the new Dabney ordinance both were left plentifully supplied with saloons, and this notwithstanding the fact that many people expected that the two districts would be swept clean by the no-license broom. Six places were closed at the Sixth Street Market, and three at the Seventh. On the opposite corners of Seventh and Broad Streets, are "held up" pending an open hearing to be conducted by Judge Witt for those opposed to the weak by the granting of the two licenses. At the Old Market only one license was refused; fourteen saloons are left, and one is held up pending further consideration. In the diagrams placed which secured licenses are marked "bar"; those refused are designated with a cross and those held up with a question mark. On the west corner of Seventh and Broad Streets the cross mark should be a question mark, as a barroom two doors from Seventh and Broad, to which license was refused, was left out of the diagram by mistake.

Persons reported on very unfavorably was allowed to continue; at the Sixth Street Market another saloon of rather shady character, also obtained a license. People going to and from the mar-

kets—women and children—must necessarily pass the brooms, where, all too often, negroes and many persons of doubtful character loiter, and where, not infrequently, rickety is the fashion most of the day. For the women who

journey daily to market, especially to the uptown market, the fact that they must pass by so many saloons and, in some cases, by such a ragged and motley crowd who make the saloon corners their chief abiding places, is very

trying. Yet little or no relief has been given to them, as it appears more than doubtful whether the refusal of the few licenses in the vicinity of the market places will bring about even a little of a much-desired change.